

KNOWLEDGE

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OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY



AN OUNCE OF PREVENTION

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FROM THE COVER



AN OUNCE OF PREVENTION 4



Brig. Gen. Jeffrey Farnsworth
Commander/Director of Army Safety

Command Sgt. Maj. Terry Burton
Command Sergeant Major

Michael J. Negard
Director, Communication and Public Affairs

Chris Frazier Managing Editor

Blake Grantham Graphic Design

Taryn Gillespie Graphic Design

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Mission Statement:

The Army Safety Team provides the Army with safety and risk management expertise to preserve readiness through the prevention of accidental loss of our Soldiers, Civilians, Families and vital resources.

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As much as we don't like to think that our mothers and other sage advisers were right, the older we get, the more we realize how correct they were. The old adage "an ounce of prevention is worth a pound of cure" still holds true — especially when it comes to preventing heat-related illnesses.

Every year, leaders and Soldiers look for new ways, better techniques or "magic bullets" to eliminate or minimize heat illnesses in their formations. During training and combat operations, weather and environmental conditions are briefed as part of the overall operations plan. Also, risk mitigation is supposed to be incorporated into mission planning from start to finish. So what happens? Despite our best efforts, Soldiers still experience heat-related illnesses and, sadly, some die of these injuries.

Although leaders are held responsible for any injury, to include heat-related illnesses, the responsibility doesn't stop

there. Each Soldier is responsible to follow unit standing operating procedures, obey their noncommissioned officers and other leaders, watch out for their battle buddies and ensure they stay properly hydrated. Leaders need to ensure everything is being done correctly so risk-mitigation steps are executed. Also, as the day and temperature changes, plans need to be flexible so they can be adjusted to provide the maximum level of prevention available.

Summer is rapidly approaching and, in some areas of the world, temperatures are already on the rise. The Army's operational tempo has not slowed down. Soldiers are training and going

into combat in hot environments, carrying hefty loads and wearing heavy personal protective equipment. This equipment, while critical to Soldier survival, can strain and decrease the effectiveness of the body's natural cooling mechanisms.

Remembering a key acronym, HEAT, will help identify factors which contribute to heat illnesses:

- High heat category, especially on several sequential days (measure Wet Bulb Globe Temperature when ambient temperature is more than 75 F)

- Exertion level of training, especially on several sequential days

- Acclimatization (and other individual risk factors)

- Time (length of heat exposure and recovery time)

Leaders must use the tools available to help emphasize the importance of preventing these needless losses to heat illnesses.



AN OUNCE OF

COMPILED BY THE KNOWLEDGE STAFF

Information is readily available on the U.S. Army Public Health Center website. The organization's heat illness prevention page is filled with critical information describing the signs, symptoms and treatment options. The site includes ready-made presentations, as well as statistics, multimedia awareness materials and a heat illness risk mitigation matrix. You name it and the information is available.

There is another old saying, "You can lead a horse to water, but you can't make him drink." Such advice doesn't apply when it comes to preventing heat-related illnesses. To stay fit to fight, leaders and Soldiers must take appropriate preventive measures and monitor themselves and their battle buddies for the signs of heat-related illnesses.

For more information on preventing heat illnesses, visit the Army Public Health Center's website at <https://phc.amedd.army.mil/topics/discond/hipss/pages/heatinjuryprevention.aspx>. ■

DID YOU KNOW?

The following items are individual risks for heat casualties. The more factors, the higher the Soldier's risk.

- Not acclimatized to heat (need 10 to 14 days to get trainees adequately acclimated)
- Exposure to cumulative days (two to three days) of any of the following:
 - Increased heat exposure
 - Increased exertion levels
 - Lack of quality sleep
- Poor fitness
- Overweight
- Minor illness (cold symptoms, sore throat, low-grade fever, nausea, vomiting)
- Taking medications (either prescribed or over the counter), supplements or dietary aids (e.g., allergy or cold remedies or Ephedra supplements)
- Use of alcohol in the last 24 hours
- Prior history of heat illness (any heat stroke or more than two episodes of heat exhaustion)
- Skin disorders such as heat rash and sunburn that prevent effective sweating
- Age greater than 40 years

PREVENTION

Take it Off

PAUL G. CARDENAS

It was a Wednesday evening and I was sitting down for dinner while on temporary duty at the Eastern Army National Guard Aviation Training Site. Everything was going fine until my cellphone rang. We had just had an accident on the flight line. One of our pilots had partially degloved his finger as he was stepping down from the cockpit of a UH-60 and the medics were taking him to the hospital.

The injured aviator was a Vietnam-era pilot with more than 5,000 flight hours and one year away from mandatory retirement at age 60. What went wrong? Apparently, as he was stepping down from the aircraft, he grabbed a support bracket next to the seat. However, when he released his hold and continued to step down, his ring caught on the metal lip of the bracket, causing the finger to be pulled from the joint and degloving the finger. After several hours in surgery to try to save the finger and enduring different treatments to encourage the healing process (I will have to tell you about the leaches in a different story), the aviator still ended up losing the finger almost a month later.

As aviators, one of the first things we're taught is to not wear any rings when working around aircraft. We've seen pictures of what can happen if your ring gets caught on a piece of equipment, and there's usually one or two posters around the hangar reminding us of the consequences of not following this practice. Despite this, we continue to see accidents due to Soldiers not removing their rings when working around equipment.

In the weeks after the accident, I did some research and realized that nowhere in the regulations or aircraft operator's manual does it state crewmembers have to remove their rings when working around aircraft. The only reference is in the Dash

23-series maintenance manuals, where it states maintainers should remove all rings and jewelry before beginning any maintenance work.

How can this be? Was this an isolated incident or is it more



common than it appeared? Only a month before this happening in my state, something similar happened in another National Guard unit. In that incident, the crewmember thought he would be safe by wearing his flight gloves to prevent the ring from catching on anything. He was wrong and the result was again a partially degloved finger. This Soldier was lucky that he didn't lose his entire finger. According to a flight surgeon, wrapping the ring in tape doesn't work either. The best way to avoid losing a finger is to take the ring off.

Don't think this problem is unique to Army aviation. It's Armywide. In conversations with other pilots, they

HOW TO PROTECT YOURSELF AND YOUR SOLDIERS

- Ensure Soldiers take their rings off before conducting maintenance.
- Establish a standard in your unit standing operating procedure for removing rings when working around equipment and when conducting training.
- Get your first-line leaders involved in making sure the new standard is enforced.
- Train Soldiers on the hazards of wearing rings and make sure they understand all the risks involved.
- Get your unit safety officer/NCO involved and find innovative ways to remind Soldiers when they are not meeting the standard.
- Have Soldiers talk to their spouses and explain why it's important they not wear a wedding ring when they are training.

expressed that one of the first things they did when they got married was explain to their spouse that they loved them very much, but they would not be

wearing their wedding ring when flying or maintaining an aircraft. Apparently, this was easier for some spouses to accept than others. If spouses could see some of the gruesome pictures of Soldiers who have had their skin and tendons ripped from the bone by wearing a wedding ring, they might accept the fact and understand. ■





LOST ON THE HIGHWAY

Editor's note: The following story is based on an actual event. The Soldier's name has been changed to protect his privacy.

The few lights near the road flashed by on either side of Staff Sgt. Mark Jimenez as he accelerated on his Suzuki Hayabusa. He could hardly imagine what the nearly 200 horsepower of his first motorcycle could do. Nor could he imagine what was about to happen to him.


Jimenez, well liked among his peers in his unit, was an easygoing, laid-back individual. He'd just come home from his second tour in Iraq and was slated for another deployment — this time to Kosovo. Before deploying again, he decided to buy a motorcycle. The Hayabusa was said to be the world's fastest bike, which seemed a bit much for a first-time rider, but that didn't deter Jimenez.

He'd owned the bike for about two months when he was on his way home from work.

Speeding on a poorly lit section of highway, he lost control and crashed into a guardrail. Although he was taken to a hospital, he later died there. So what went wrong?

There were a number of factors, some obvious and some less so, that contributed to Jimenez' death. For example, he chose a Hayabusa, a powerful sport bike that would have taxed the skills of a highly experienced rider, let alone one without any type of training. Maybe after his two deployments

CHIEF WARRANT OFFICER 2 JOSHUA MAILLARD
Detachment 2, D Company, 126th Aviation
Virgin Islands National Guard
St. Croix, U.S. Virgin Islands



“BUT HE DIDN'T GET THOSE SKILLS AND, WITHOUT THEM, MISTAKES WERE INEVITABLE.”

he was feeling invincible and that attitude got the best of him. Maybe that was the unseen, underlying factor that led him to be indisciplined when riding.

Whatever the reason, Jimenez ignored getting the motorcycle training required by the Army — training that might have revealed his need to carefully develop his riding skills. Indisciplined, he violated the speed limit, even though he, as a law enforcement officer, clearly knew it was both wrong and dangerous. Although he made the right choice in wearing a helmet, it was not enough to save his life. Personal protective equipment is not a silver bullet that can protect riders from the consequences of every bad choice. Speed alone doesn't necessarily kill; however, speeding in the wrong places all too often does.

There was speculation Jimenez was having a lot of personal problems. The week before the accident, he attended a deployment farewell for his best friend, who was leaving for his second tour in Iraq. He'd miss his friend and maybe that

weighed heavily on top of the other problems he was having.

Looking back, maybe the command could have paid a little more attention to what was going on in his life before the accident. Had someone taken the time to speak to him about his choice of a Hayabusa as his first motorcycle, maybe he would have listened. Most of all, he needed the required training to give him the riding skills to handle his bike safely. But he didn't get those skills and, without them, mistakes were inevitable. And on a Hayabusa, small mistakes can have big consequences.

So what can be learned from this accident? As riders, we need to always know our limits and look out for signs in fellow Soldiers that something is wrong. It's important that Soldiers returning from a deployment go through a complete evaluation and have any known or potential problems documented. When we see a Soldier having problems, we

have a responsibility to report that to our command and get the Soldier help. Never take anything for granted. Just because someone looks OK doesn't mean they really are. Most of the time there are warning signs; the key is recognizing them.

Any number of things going on inside Jimenez' head may have contributed to this accident. Among those could be what motivated him to choose the Hayabusa. Maybe feeling a sense of invincibility overcame his common sense. For a first bike, he could hardly have made a worse choice.

Despite being greatly missed by his friends in his unit, nothing can bring Jimenez back. But there is something to be learned from his death. If we watch out for one another and spot the warning signs of indiscipline, maybe we can keep a friend's life from being done too soon. Don't leave a fallen comrade behind. ■

Fishing might not seem like a dangerous activity, but plenty can go wrong any time you drop a boat into the water.

It was my first South Carolina Army National Guard fishing tournament and I was excited. The tournament was held at Lake Murray, a large, manmade reservoir in the heart of South Carolina that covers 78 square miles with nearly 650 miles of shoreline. I couldn't wait to wet my line in one of the premier fishing locations in the South.

My fishing partner and I thought we had planned for everything. He made sure his boat was in good condition and had personal flotation devices for each of us. We even bought new equipment and stayed up late the night

before the tournament getting everything ready. What we forgot to do was check the local news channels for the weather forecast.

We got to the lake early that Saturday morning and put the boat into the water. We should have known we were going to have a bad day when my partner fell into the water while pushing the boat off the trailer. We launched soon after his unexpected dip and spent the next four or five hours fishing the shoreline and going in and out of quiet coves.

As we crossed over to the other side of the lake, we heard the distant rumble of thunder.

The wind also started to pick up and we could see the tops of the trees swinging wildly from side to side. The waves on Lake Murray can be pretty rough when the wind is up. Still, we continued to cross.

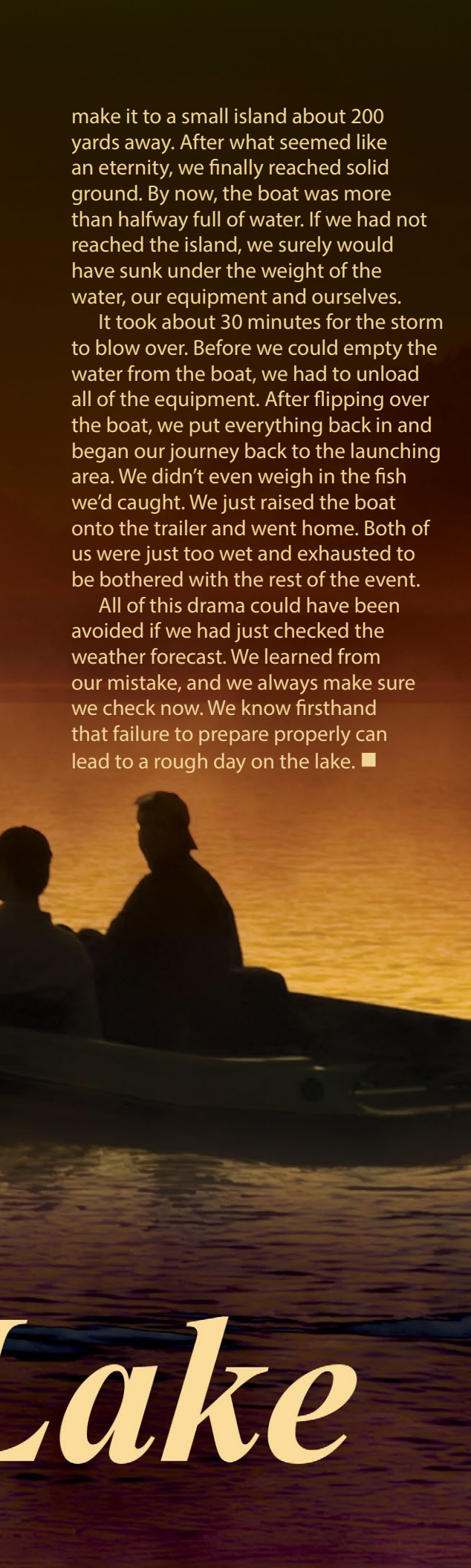
About halfway across the lake, the dark skies opened up on us. Almost immediately, waves hit us from both sides as we pushed across the water to get to the other side. Over and over again, as each wave would hit, we were launched upward by the force of the water, only to come crashing down into our seats. Suddenly, a large wave appeared in our path. It was too late to turn and avoid. We took on a lot of water, losing much of our buoyancy. Even smaller waves were now dangerous because they, too, were filling the boat. We had no choice but to keep going.

We decided to try to



a Rough Day on the L

CHIEF WARRANT OFFICER 3 IVAN MCFARLAN
59th Troop Command
South Carolina Army National Guard
Columbia, South Carolina



make it to a small island about 200 yards away. After what seemed like an eternity, we finally reached solid ground. By now, the boat was more than halfway full of water. If we had not reached the island, we surely would have sunk under the weight of the water, our equipment and ourselves.

It took about 30 minutes for the storm to blow over. Before we could empty the water from the boat, we had to unload all of the equipment. After flipping over the boat, we put everything back in and began our journey back to the launching area. We didn't even weigh in the fish we'd caught. We just raised the boat onto the trailer and went home. Both of us were just too wet and exhausted to be bothered with the rest of the event.

All of this drama could have been avoided if we had just checked the weather forecast. We learned from our mistake, and we always make sure we check now. We know firsthand that failure to prepare properly can lead to a rough day on the lake. ■

KNOW THE WEATHER

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
WWW.NOAA.GOV

Weather can be both friend and foe. Calm winds and seas make for enjoyable boating, water skiing and fishing. A fresh breeze and a light chop provide an invigorating sailing or windsurfing experience. But the sudden emergence of dark clouds, shifting and gusty winds, torrential downpours and lightning can turn a day's pleasure into a nightmare of distress. Here are some tips on how to keep your pleasure and safety to a maximum.

Several days in advance

Start listening for the National Weather Service extended five-day outlooks on NOAA Weather Radio, AM/FM radio and TV. The outlooks give general information to help you decide whether to continue making plans.

Before setting out

Pay close attention to the TV weather forecast and listen to detailed marine weather forecasts on NOAA Weather Radio. Take note of small boat cautionary statements, small craft advisories, or gale or storm warnings in the forecasts. The advisories and warnings alert mariners to higher winds and waves either occurring now or forecast to occur up to 24 hours from now. Advisories and warnings for conditions expected later give mariners time to take action to protect life and property.

After setting out

Don't touch that dial! Stay tuned to NOAA Weather Radio. Changes in the weather often occur out of sight and could be headed your way. Updated warnings and forecasts are aired immediately on NOAA Weather

Radio, alerting you to changes that may require action on your part.

Here is some additional information to keep you safe:

- Watch for signs of approaching storms — dark, threatening clouds that may foretell a squall or thunderstorm; a steady increase in wind; or lightning flashes.
- Pay attention to the wind. An increase in wind opposite in direction to a strong tidal current may lead to steep waves capable of broaching a boat.
- Heavy static on your AM radio may be an indication of nearby thunderstorm activity.
- If a thunderstorm is approaching, head for shore if possible. Get out of your boat and away from the water. Find shelter immediately.
- If a thunderstorm catches you while afloat, remember that gusty winds and lightning pose a threat to safety.
 - Ensure your personal flotation device is fastened and prepare for rough seas.
 - Stay below deck if possible.
 - Keep away from metal objects that are not grounded to the boat's protection system.
 - Don't touch more than one grounded object at the same time (or you may become a shortcut for electrical surges passing through the protection system). ■

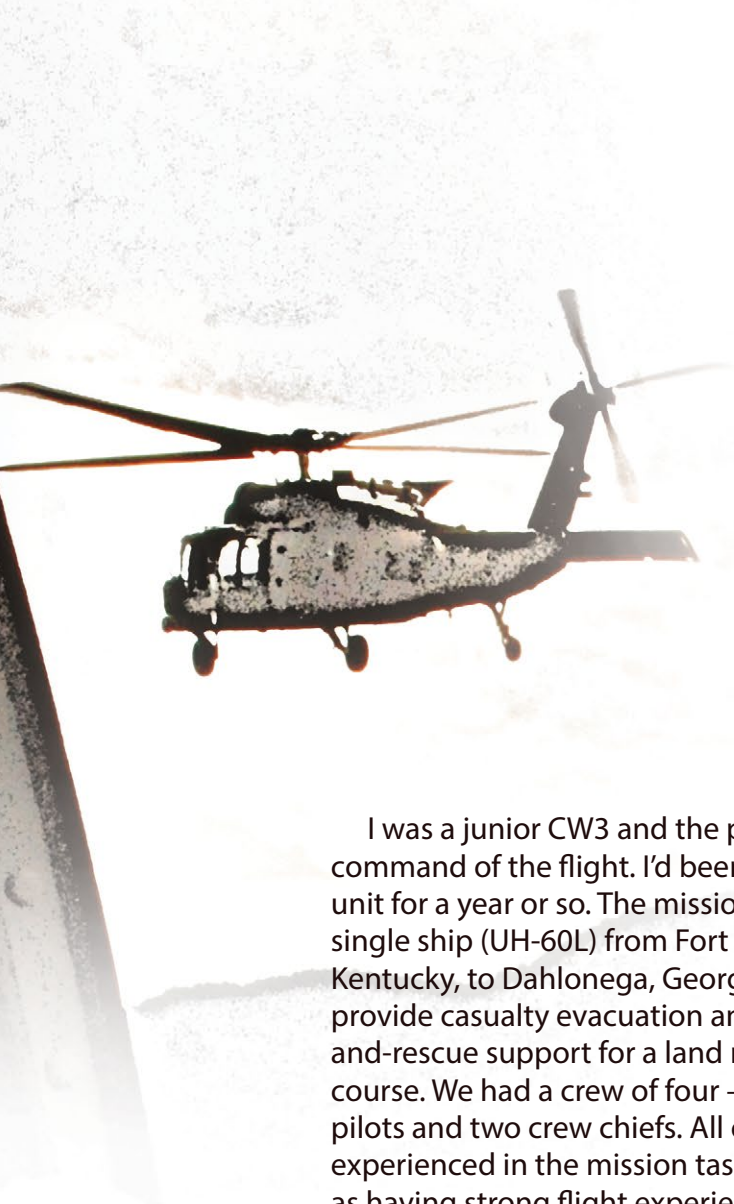
Lake



OVERRIDING GOOD JUDGMENT

CHIEF WARRANT OFFICER 4 MICHAEL KAILIAN
U.S. Aviation Support

Most of the stories you read in this publication begin with something like, "No \$#!+, there I was ..." Usually, those stories end up with some kind of damage occurring to the aircraft or an exceedance of a limitation. This one doesn't. What this story begins with is, "How did I let myself get here?" But first, a little background on the situation to help to paint a better picture.



“WE ENDED UP DODGING CLOUDS, TOWERS, WIRES AND HILLTOPS INTO A MOUNTAINOUS ENVIRONMENT. NOT A GOOD PLACE TO BE WITH BAD WEATHER.”

I was a junior CW3 and the pilot in command of the flight. I'd been in the unit for a year or so. The mission was to fly single ship (UH-60L) from Fort Campbell, Kentucky, to Dhlonega, Georgia, to provide casualty evacuation and search-and-rescue support for a land navigation course. We had a crew of four — two pilots and two crew chiefs. All of us were experienced in the mission tasks as well as having strong flight experience. We were to relieve a crew that was already on station for the previous two weeks.

We conducted all the required flight planning, determining our required weather and fuel stops. The weather was good all the way to our fuel stop, then marginal from there to our destination. The first leg of the flight was uneventful, just the way we wanted it. While we were refueling at our planned stop, we went in to update the weather brief. The weather had deteriorated to our briefed minimums. However, the briefer noted that the weather was supposed to improve at our planned arrival time.

We departed on time and encountered deteriorating weather within 20 minutes of takeoff. We decided to press on. We knew the other crew was as eager to get home as we were to get there and get situated. Before we knew it, we

were flying between two solid layers of clouds on a visual flight rules flight plan. We discussed our options — to include picking up an instrument flight rules clearance and even turning around. Our destination had no published instrument approaches and the closest airfield which did have one was too far away (only for the suitability of the crew/aircraft swap).

We ended up dodging clouds, towers, wires and hilltops into a mountainous environment. Not a good place to be with bad weather. Again, we decided to press on.

Ultimately, we made it to our destination without incident; but I learned a lot of lessons. First, I was far too eager to get there and accomplish the mission. I didn't want to cancel. That mindset ended up endangering the crew. Second, I should have filed IFR from the gas stop and landed short of the destination at a site which provided all the services we might need. I also could have opted to wait out the weather at our fuel stop, then proceeded when the weather conditions improved.

I know the other crew would have understood we had no control over the weather and gladly supported the tasking until we could arrive safely. Unfortunately, I let my overconfidence override my good judgment. ■



HANDFUL OF DANGER

CHIEF WARRANT OFFICER 4 CHRIS HAYNES
Ground Division
Directorate of Assessments and Prevention
U.S. Army Combat Readiness Center
Fort Rucker, Alabama

Recently, I picked up my daughter from high school to drive her to an orthodontist appointment. She received her driving learner's permit a few months earlier and would soon get her full license. Until then, though, mom and dad were still the taxi service. After her appointment, we returned to campus just as the school day was ending and the mass exodus of teenage drivers was leaving. Traffic was heavy in the parking lot and I immediately noticed something alarming. About two out of every three students driving had a cellphone in their hand.



Traffic was a slow crawl and as we stopped several times to let others out of the endless rows of parking, the texting-and-driving trend continued. The school has several police officers who patrol the campus throughout the day and are usually out in the parking areas after students are released. I was surprised by the students' open disregard for the state and local laws prohibiting texting and driving and began to wonder how effective "Don't Text and Drive" campaigns really are. I thought, "If they are doing this here on campus, they are certainly doing it out in town on the main roads."

My daughter, hypnotized by the endless sea of tweets and photos popping up on her own cellphone, was oblivious to what was happening. I got her attention and began pointing them out one by one — teen drivers with a cellphone in their hand. Her response was, "It's not like they are out on the roads going fast." I realized right then and there that she and I had some serious talking to do before she gets her full driver's license. Whatever her mother and I were teaching about the dangers of distracted driving had failed to register with her.

The National Safety Council reports that half of all teens will be involved in an accident before they graduate high school. As a parent, it's scary to know that my daughter has a 50/50 chance out there on the roads. Fortunately, those odds can be significantly reduced with a simple solution — putting down the phone. A recent poll conducted by AAA found that 94 percent of teen drivers acknowledge the dangers of texting and driving, but 35 percent admitted to doing it anyway. Knowing that 11 teenagers die each day from this dangerous behavior, many still believe they have solid texting-and-driving skills and can do both simultaneously.

DID YOU KNOW?

The National Safety Council recognizes April as Distracted Driving Awareness Month. For a wealth of information about distracted driving, visit the NSC website at <http://www.nsc.org/learn/NSC-Initiatives/Pages/distracted-driving.aspx>.

I wondered how to change my daughter's perception of this risky behavior and spread it to her friends and the entire high school. While I don't text and drive, the NSC reports that 48 percent of young drivers said they have seen their parents drive while talking on a cellphone, and 15 percent have seen their parents texting while driving. As parents, we must set the example that cellphones and driving never mix. Some other tips to ensure your teen driver is focused on the road include:

- Downloading or developing a short contract that spells out specific expectations, prohibitions and goals.
- Ensuring your teen turns the cellphone on "silent" or completely off prior to driving.
- Establishing a specific place for the cellphone that is out of reach (e.g., the trunk or glove box).
- Downloading a cellphone app that prevents your teen from texting while driving.

I'll continue to look for ways to show my daughter the dangers of texting and driving, and I encourage you to do the same. About 1.5 million accidents occur each year from drivers being distracted by their cellphones. I don't want my daughter to be one of them. ■

MONTE ALL IN

MAJ. ALMIR HALEBIC

Editor's note: Maj. Halebic has served in the Bosnian Army since 1993. He wrote the following article last year while attending the Aviation Safety Officer Course at Fort Rucker, Alabama.

It was mid-October 1993, the second year of our war. I was 17 and had already been wounded in the right shoulder. I could barely move my arm and was recuperating at my parents' house because the hospital was overloaded with seriously wounded soldiers. I was laying in my room when my uncle arrived and asked my mother for a key to the basement so he could leave a box of papers down there. I heard my uncle tell her to tell me that I couldn't touch the box of papers. When my mother opened my bedroom door to check on me, I pretended to be sleeping. I was excited and couldn't wait for the opportunity to go to the basement and see what was in that box.

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Sometime that evening I was at home alone, so I went to the basement to check out that box of papers. I found the box on an upper shelf. It was difficult to get down due to my injuries and its heavy weight. When I opened it, I was amazed by what was inside — about 10 PMA-3 anti-personnel mines and five PROM-1 bounding-type APMs. I noticed the PROM-1 APMs were disarmed, and I didn't see safety collars around PMA-3s, so I assumed the

explosive charges must have been removed.

The PMA-3 is a former-Yugoslavian minimum metal APM. It is circular and consists of a plastic upper and lower half joined together by a rubber cover. A safety collar is normally wrapped around the outside, preventing the upper half of the mine from tilting when in transit. Once deployed, the safety collar is removed.

Sufficient pressure on the top surface of the mine causes it to tilt. The tilting drives a pin



"I FLIPPED OVER THE MINE AND OPENED DETONATOR CHARGE HOUSING CAP. INSIDE, I SAW THE DETONATOR CHARGE WAS ARMED AND I STARTED TO SHAKE."

through a friction-sensitive pyrotechnic compound, which fires the detonator and then the main explosive charge. Straight downward pressure does not have the shearing component needed to trigger the mine. This gives the mine blast resistance since blast overpressure bears down evenly on the top surface of the mine. The mine has a relatively low explosive content, so it will maim rather than kill. Its blast resistance, combined with the lack of metal in the mine, make it extremely difficult to clear.

Without checking the detonator charge, I took off the rubber cover from one of the mines and then tried to put it back on. Because of my injured right arm, however, I couldn't get the cover back on properly. As I continued to struggle with the cover, I heard a squealing noise. I immediately stopped and decided I better check for the detonator charge.

I flipped over the mine and opened the detonator charge housing cap. Inside, I saw the detonator charge was armed and I started to shake. I couldn't believe what I'd done. I left the

mine on the table and ran to my friend's house. He was on an explosive ordnance disposal team. On our way back to my house, I told him what I had done. He knew how sensitive those mines were and couldn't believe I'd been so stupid.

Once back in the basement, my friend was able to disarm all of the mines and separated the detonator charges from the metal bodies. He told me I was lucky and from now on I should celebrate that day as my birthday. I didn't tell anyone about this incident for a long time except my uncle, with whom I had a heated "discussion" about leaving live mines in our basement.

Even though the war ended more than 20 years ago, mines and other explosives remain a huge threat in Bosnia and Herzegovina — not just to the civilian population, but to those working on demining and destroying explosives. According to Bosnia's Mine Action Center, since 1995, more than 1,700 people have fallen victim to mines and unexploded bombs. Of those, about 600 were killed. The Bosnian government's Mine Action Strategy for 2009-19 promises to clear all unexploded devices by 2019.

After the war, I decided to stay in the Army. Inspired by my close call, I suggested to my commander we coordinate with all of the schools in our AOR and organize education programs about mines. Until these devices are no longer a threat, we must remember to leave all unexploded ordnance alone. ■

IF YOU DIDN'T DROP IT ...

U.S. ARMY TECHNICAL CENTER FOR EXPLOSIVES SAFETY
McAlester, Oklahoma

When munitions fail to function as intended, they become unexploded ordnance. You might expect to find UXO only on impact ranges and in combat areas, but that's not always the case.

Military and foreign munitions come in a variety of types, sizes and shapes and may not be easy to recognize. However, items that are easily identified as military ordnance have found their way into the homes as souvenirs or war trophies. Some unsuspecting collectors have even discovered that the "inert" grenade they've been using for years as a paperweight was actually live.

Military explosives ordnance disposal personnel routinely get calls to take care of UXO. Sometimes, these items are found in unlikely locations, including:

- Three 155 mm rounds (one live, two inert) and a 16-inch naval gun round were discovered at a metal recycling facility. The live 155 mm round was detonated by an EOD unit. The status of the 16-inch round was not reported.

- A 3-inch illumination projectile was found at a construction site.

- While cleaning a shed, the owner found a 2½-inch rocket, a 60 mm illumination mortar round

with a fuse and an M9 aircraft parachute flare.

- A large quantity of crystallized civilian dynamite was found at a residence.

- A Civil War buff was killed when one of the cannonballs he collected exploded.

Give some thought to that ordnance item that's sitting on your desk as a souvenir or conversation piece. If you really want to keep it, make sure you know its history and follow Department of the Army Pamphlet 385-64, Chapter 13-6, for guidance on how inert ammunition should be properly marked, identified and inspected. You can't be too careful. Even museums have had items they've displayed for years turn out to be live when properly inspected and evaluated.

If you encounter anything resembling ammunition or ammunition components, follow the three R's of explosive safety:

- Recognize. Be on the safe side. If you think the item might be a piece of UXO, consider it one. Do

not touch or move it.

- Retreat. Get away from the item and tell others to keep away. If you can, mark the area without getting too close. That will help the EOD team find it later.

- Report. Contact the nearest security, law enforcement or EOD unit. Provide them as much information as you can about what you saw and where it is located. Be sure to let removal personnel know how to contact you in case they need help in locating the item again.

Remember, if you didn't drop it, don't pick it up. Not every bomb looks like a bomb. Even UXO fragments can explode and should not be touched or moved.

The Defense Environmental Network and Information Exchange has a website that provides information and educational materials on UXO to help you stay safe. Visit it at <https://www.denix.osd.mil/uxo>. Don't be a dud; follow the three R's of explosive safety. They may help keep you in one piece. ■

CONQUERING COMPLACENCE

CHIEF WARRANT OFFICER 3 JUSTIN CROW
B Company, 3-2 GSAB
Camp Humphries, South Korea

Aircrews are aware there are periods during a flight that require extra situational awareness and increased concentration. From the time we taxi out of parking until the time we return, the potential for an accident or incident exists. While we tend to concentrate on those peak demand times, like takeoffs and landings, especially in blowing sand, dust or snow situations, things sometimes happen when we least expect it.

For those of you unfamiliar with the CH-47, a four-wheel taxi is when the pilot in the left seat controls the power steering and brakes while the pilot in the right seat has the cyclic and thrust (collective). The right-seat pilot usually applies just enough thrust to get the aircraft started and, after returning to flat pitch, doesn't have much else to do except scan, clear the aircraft and monitor the thrust. It's during those times when the other pilot is doing the "work" that pilots tend to let their minds wander, which can cause big problems.

Our unit was in the eighth month of deployment supporting Marines in western Iraq when, during a four-wheel taxi, we lost our aft-right landing gear. By this time in the deployment, the missions were starting to seem as though the only difference was the date. We had taxied into and out of

passenger terminals at different airfields at least a thousand times, all with little or no problems.

On this particular day, we left our parking area and flew to the other side of the airfield for our first load of passengers and cargo of the day. Once we were loaded, we headed to our next stop, another airfield. Everything seemed to be going fine. We performed a visual meteorological condition approach to the active runway and exited at the appropriate taxiway. Once on the ground, we performed the after-landing check and went right into the before-taxi checklist.

Our sister aircraft had gone to another part of the airfield and we were to meet up at the pickup zone after each aircraft had dropped off its current load. We were cleared to taxi into the parking area and perform our download. We weren't scheduled to pick up anything

at the main parking area, so our time in parking was quick.

We requested to taxi to the approach end of the active runway via a different taxiway than we had used to get to parking, per the airfield's procedures. We left parking and made a right turn on the approved taxiway. We had been out of the turn for about 10 feet when the aircraft seemed to roll right and pitch up. From the left seat, I realized the power steering was unresponsive. The pilot on the controls instinctively applied forward left cyclic and increased the thrust to bring us to a hover. As with any unanticipated situation, we were all trying to talk at once over the integrated communications system.

After a few seconds, the crewmember positioned on the ramp informed us that we had lost our aft-right landing gear. The statement kind of caught the whole crew off guard. Although it wasn't uncommon to lose a landing gear after landing to an unimproved landing area, losing one while taxiing was kind of odd. We immediately

called tower and requested an air transition to an unused parking area while we figured out how we were going to

ENCY

put our aircraft back on the ground.

The crash rescue team brought mattresses and wooden pallets to the area where we were hovering. With help from our sister ship's crew, they rigged a pallet and mattress sandwich with ratchet straps to hold everything in place. During the process, we dropped a long mike cord out to one of the crewmembers on the ground. Once the mattresses were in place, the crewmember guided us down onto the makeshift landing platform.

It turned out that losing a landing gear was not a big deal for us. Had the pilot in the right seat been daydreaming or even a bit slower in reacting to the situation at hand, it could've been much worse. This incident goes to show that aircrews must remain engaged throughout the mission from preflight to postflight. Doing so can prevent complacency from victimizing us. ■



It is zero-dark-thirty on a Saturday morning and you're cranking the car to drive to weekend drill. As you set your coffee cup in the holder, did you realize you are already on duty? That's right — as a Soldier in the Army National Guard or U.S. Army Reserve, your on-duty time includes trips to and from drill. This means when you pull out of the driveway, not only must you obey the driving statutes of your city, municipality and state; but Army Regulation 385-10, The Army Safety Program, has kicked in as well.

So, what does this mean as you start your trip? Here is a summary of things you need to do:

- Check your vehicle's mechanical condition before starting your trip. Make sure your tires are in good condition and properly inflated. Lift the hood and inspect your vehicle's oil, transmission, power steering, power braking and coolant levels. Check your lights, signals, horn and windshield wipers.
- Ensure you and all passengers are wearing seat belts.
- Make sure you — or whoever is driving — is properly rested.
- Drive safely, observing speed limits and obeying traffic laws.

DRIVING IN PREPAREDNESS

COMPILED BY THE KNOWLEDGE STAFF

- Don't drive distracted by talking or texting on your cellphone.

- Clean your windshield, windows and mirrors. Also, take a few moments to adjust your mirrors to eliminate any blind spots.

- Make sure your direct supervisor knows if you use any prescription or nonprescription medications that could reasonably impair your driving or alertness.

- Notify your commander of any traffic violations on or off post.

- If you're a passenger, be a

battle buddy and help the driver spot any hazards on the road.

Do you ride a motorcycle to drill?

Most of the above safety precautions still apply except for the use of seat belts and certain maintenance items. One key requirement for operating motorcycles is to wear personal protective equipment every time you ride. That PPE includes:

- A Department of Transportation-approved helmet (regardless of state helmet laws).

- Impact- or shatter-resistant goggles, glasses

or shields (must meet or exceed American National Standards Institute Z87.1).

- Sturdy footwear, leather boots or over-the-ankle shoes.

- A long-sleeved shirt or jacket, long trousers and full-fingered gloves or mittens.

- A brightly colored outer upper garment (day) or reflective upper garment (night).

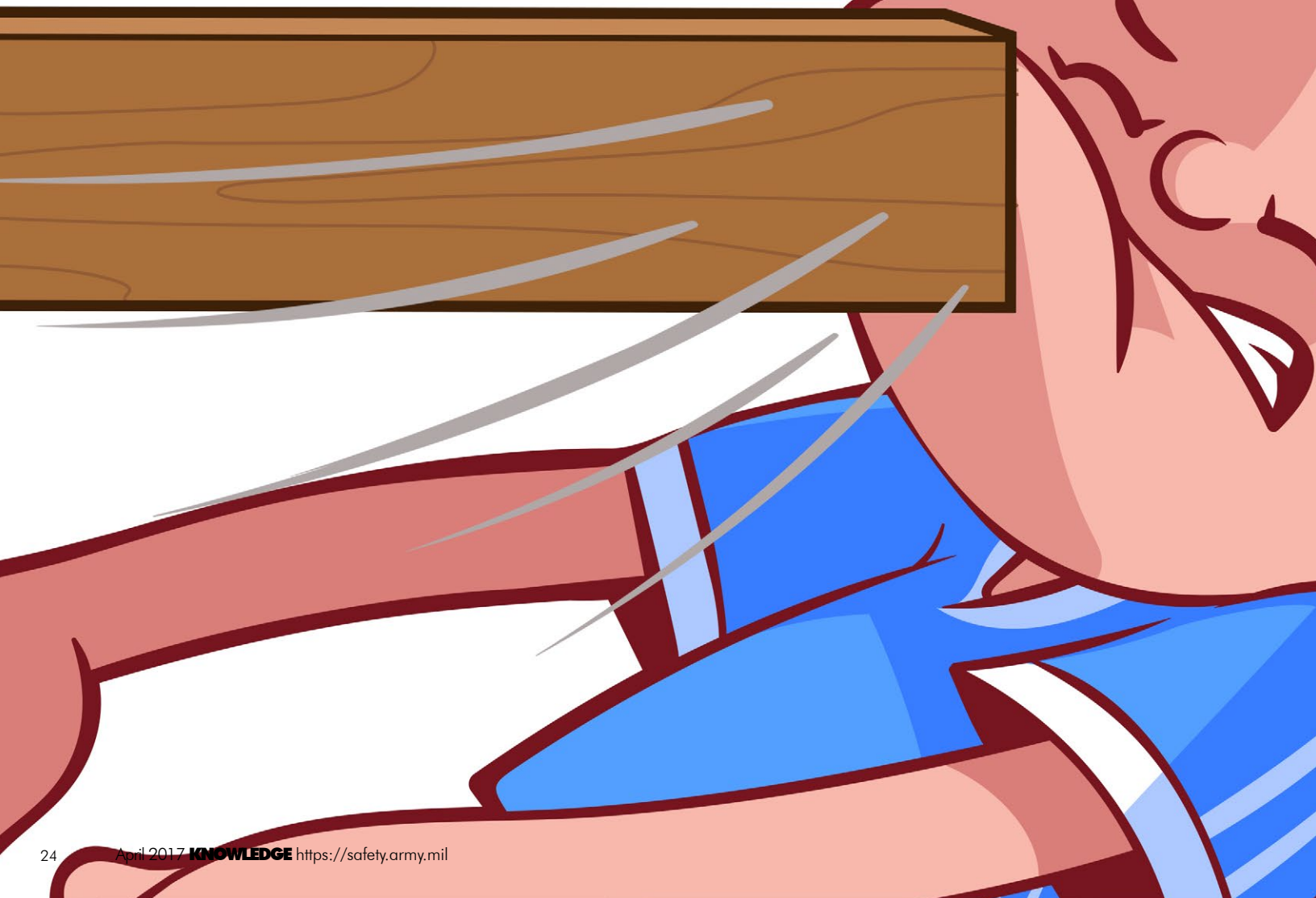
Remember, you're a Soldier from the moment you don your uniform for drill until you take it off at home afterward. Drive safely so you'll be around for next month's drill. ■



SCARED STR

CHIEF WARRANT OFFICER 3 DERRICK HOLLAND
128th Aviation Brigade
Joint Base Langley-Eustis, Virginia

As a child growing up in rural central Virginia, cutting grass was a good way to earn money to buy your new school clothes. One summer, I was cutting grass with my father's help to earn a whopping \$35 toward my spending money cache. While my father used the weed trimmer around the yard, I was on the riding mower. At some point, I must have hit a stump because the blade guard was now bent, preventing the blades from spinning. Needless to say, this stopped the grass-cutting operation.



RIGHT



Since time was money, my father went to the truck to retrieve a piece of 2x4 scrap wood and then proceeded to beat on the blade guard while I continued to hold up the mower. I was facing the underside of the mower with my head down so I could see what was happening. As my father banged on the blade guard, it was apparent the metal was moving back into place. He then leaned back to smack the metal once more. Unfortunately, this time he missed the mark.

The 2x4 slammed directly into my mouth with tremendous force. The impact fractured my jaw, busted my lip and pushed several teeth back and out of place. The only thing that kept them from totally detaching from my gums was my metal braces. I was in dental surgery until the wee hours of the next morning. And although I wasn't evaluated for a concussion, I am pretty sure I'd suffered one.

While my initial recovery only took a few months, I've dealt with the after effects ever since. Due to the trauma to my mouth, I eventually had to have a dental implant, which included harvesting bone from my jaw — not to mention countless trips to the dentist, time lost from work and constant pain when eating or drinking hot and cold foods and liquids.

After spending close to 21 years in the military, where safety and the use-the-right-tool methodology are forced on you, I can't help but think that this accident could have been prevented had I known then what I know now. Unfortunately, the idea of using the right tool, risk assessments and risk mitigation weren't a priority back then. Today, as a father and a self-proclaimed shade-tree mechanic, I do make those things a priority — not only to prevent injuries, but also to show my children what right looks like.

As I share this story, I know my father is looking down on me. And I know he'd probably still be upset with himself for what happened that day. Of course, it was an accident and I never blamed him. One good thing did come out of it, though. After this incident, he was more cautious when performing those shade-tree repairs, especially when one of his kids was around.

Over the years, I have shared my story many times and cringe every time I relive the moment. However, it does make me put safety at the forefront of everything I do. Just thinking about one of my children having to go through my experiences is enough to scare anyone straight. ■

My father, like many other dads in the area, was a proud shade-tree mechanic and came over to investigate the problem. As we'd done a number of times in the past, we lifted the mower onto its two back wheels. My job was to hold up the mower while he inspected for damage and made the repairs. He noticed a concave impression on the blade guard and knew it would have to be knocked out before we could continue the job.

It was the eighth month of our deployment and extremely hot in the Kunar Province of Afghanistan. Our mission was a routine troop transport over a standard general support aviation battalion route that had been extended. Halfway through the mission, the crew in my sister ship had maintenance problems and was forced to return to base to switch aircraft.

DO IT RIGHT

CHIEF WARRANT OFFICER 2 SCOTT A. THOMAS
C Company, 4th Battalion, 101st Airborne Division,
159th Combat Aviation Brigade
Fort Campbell, Kentucky

Instead of shutting down and helping them move to the other aircraft, my crew and I elected to remain at idle — partially because we figured we would get in their way and, quite honestly, because we didn't want to endure the extreme heat and humidity of Jalalabad. I know the crew in the other aircraft was thinking the same thing, and I realize now we probably put undue pressure on them to hurry their move to the spare aircraft. This, combined with the stress to get the mission done on time, acute crew fatigue and ignoring even the simplest of checks, almost caused a fatal accident.

The spare aircraft was on the pad beside where my sister ship shut down. We watched the crew transfer all of their gear, but for some reason they did not start a preflight. As we watched a couple of vehicles pull up to the aircraft, one of the pilots climbed into the cockpit to tell us what was transpiring.

In the mad rush to continue with the mission, the door gunner accidentally fired his M240 machine gun. The pilot in command was responsible for clearing the weapon after

call regarding the dangers of becoming complacent during the last quarter of a deployment. My aircrew learned a valuable lesson that day and we now lend a helping hand

“THIS, COMBINED WITH THE STRESS TO GET THE MISSION DONE ON TIME, ACUTE CREW FATIGUE AND IGNORING EVEN THE SIMPLEST OF CHECKS, ALMOST CAUSED A FATAL ACCIDENT.”

each flight. He admitted being complacent and having trusted the door gunner to clear his weapon. The door gunner said he was in a hurry to finish the mission and was focused more on what to do next instead of what to do now.

Thankfully, no one got hurt that day, nor was there any damage to the aircraft. However, it served as a wake-up

to other crews during our missions, even if that means inconveniencing ourselves. I'm certain the other aircrew learned that no matter what pressures are placed upon them, it's important to always take the time needed to do things right if they're to accomplish their mission safely. ■





NAME WITHHELD BY REQUEST

I purchased a Boss Hoss motorcycle several years ago. In case you don't know, this motorcycle has a small-block Chevrolet V-8 engine. The bike had 400 horsepower and, when gassed up, weighed 1,200 pounds.

After owning the bike for just under a year (still under warranty), I noticed a slight tick coming from the left rocker cover. I called the dealer, and he told me to bring in the bike. It was going to be a two-hour drive and I had to leave the bike with him. But that wasn't going to be a problem because I had a truck and a utility trailer that would handle the job.

I loaded the bike onto the trailer and drove to the dealer without incident. I then left the bike and trailer with him and returned home. A week later, he called and told me he couldn't find anything wrong with the bike and to come pick it up. I drove back to the dealer, loaded the bike onto the trailer and started for home.

It was a hot day, so I rolled up the windows and turned on the air conditioner. I had a country station playing nice and loud over the radio. Life was good until I noticed the guy behind me flashing his lights. With my big turbo diesel truck, I hadn't noticed the left tire on my trailer had blown out and I was dragging the trailer on the rim. I was on a two-lane county road with very little room to pull off, so I ended up half on and half off the road. I carried two spares since I'd had previous blowouts with this trailer before — probably because my motorcycle was only a couple hundred pounds under the trailer's maximum load capacity. Both blowouts were due to the rubber valve stems

letting go on the 90-psi tires.

This time, the blowout had done some damage, since I had driven for a while before noticing it. Apparently, when the tire blew, it curled the trailer fender back and under a little. I grabbed the jack and the spare tire and got to work, constantly looking over my shoulder for traffic since I was still halfway in the road. I was out in the country, so there wasn't much traffic — just the occasional driver that would slow down, gawk and keep going. In the middle of the tire changing, a fire truck rolled by. Initially, I thought they were going to help me, but I found out later that one of my gawkers had crashed just around the bend.

Anyway, I got the trailer jacked

up, the old tire removed, and the new tire on and the lug nuts tightened. That was when things started to go wrong. I had the bright idea to straighten out the fender, so I grabbed it and gave it a pull while resting my left hand on top of the tire. When I pulled, the jack popped out. Then gravity kicked in and dropped the fender onto my hand, trapping it against the top of the tire and squashing the crap out of it. Did I mention my bike weighed 1,200 pounds?

I tried to pull my hand out, but it wouldn't budge. So there I was, halfway in the road with my hand caught and starting to bleed and nobody around. The main thought going through my head at that point was how stupid this whole situation was. I've always said if you're going to be stupid, you've got to be tough and I'd been fairly tough my whole life. That's when it hit me — I could grab the jack with my free hand, put

it back into position and jack the trailer off my trapped hand. It worked like a champ. I had the trailer off my hand in maybe 30 seconds and applied a rag to my injury.

I finished getting the tire and fender situated and drove home without further problems. My hand was sore for a couple weeks but wasn't permanently damaged. I was definitely lucky; things could have been a lot worse. Halfway out in the road like I was, I could've been hit by a passing vehicle. Or, I could've been like the driver who passed by me and crashed while going around the bend. He ran off the road, went down a 10-foot embankment and rolled upside down. That's where the fire truck that passed by was headed. I'm not sure what that driver suffered, but I'm sure his

FYI

Do you understand the information printed your tires' sidewalls? Safecar.gov beaks it down at https://www.safercar.gov/tires/pages/tires_labeling.html.

injuries were a lot worse than mine.

The lesson I learned from this situation is just because a trailer tire is rated for a given weight doesn't mean it's rated for high speeds. My tires were fine for short trips around town, but on the highway they overheated and eventually failed. Do you understand your trailer tires' load and speed ratings? If not, the National Highway Traffic Safety Administration has a comprehensive guide to towing campers, boats and trailers at <https://icsw.nhtsa.gov/cars/problems/equipment/towing/>. Check it out today to avoid repeating my mistake. ■





If it happens ...



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